

TRAFFIC CONGESTION

RESIDENTIAL: This type of use includes all private dwellings: Single-family, Duplex, or Multi-family. Most of the residences are located in the fringe area with approximately five percent of the total space in the central core devoted to this group. Most of the residential structures along West Pearl Street are substandard, while residential structures located on the north end of the core area are in a fairly good condition. However, residential use is expected to be gradually forced out of the core area due to the pressure of commercial development.

The central area of Sanford was laid out almost a hundred years ago. Great technological changes have taken place in the field of transportation since then. A street system which was suited to the early part of this century, when automobiles were much less in use, has become obsolete. Parking did not present a significant problem then as vehicles could be parked on the streets. But, with the ever increasing use of automobiles, off-street parking facilities have become necessary. Paradoxically, the central area is the place where the maximum amount of vehicular traffic converges, but it is also the place where high land values make the provision of off-street parking difficult.

Use of the same facility, the street, for both parking and circulation of the automobile creates congestion in the central area. The problem is intensified in that the same facility is also used to accommodate two different types of movements, that of the automobile moving at 20 to 30 miles per hour and of the pedestrian moving at a leisurely pace of three to four miles per hour. Coupled with this are the problems created by the use of the same facility by bulky service vehicles. All of these considerably reduce accessibility to and within the central area.